

BOWERS HILL

INTERCHANGE IMPROVEMENTS STUDY

CITIZEN COMMENT OPPORTUNITY
MARCH 2021



WELCOME

The purpose of these Citizen Comment Opportunity Boards is to:

- Provide an update on the study
- Present preliminary concepts for improvements
- Obtain input from the public on the preliminary concepts
- Share the next steps for the study

Comments must be submitted or postmarked by March 25, 2021.



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MARCH 2021



HISTORY OF STUDY

- In April 2019, FHWA issued Bowers Hill Interchange Improvements Study Environmental Assessment (EA) in April 2019
- In May 2020, the study area was expanded to include 7 miles of I-664 and considerations for Express Lanes throughout the region
- In August 2020, VDOT initiated preparatory work for study
- In September 2020, VDOT collected public input on objectives based on the expanded study area in September 2020 with nearly 1,300 comments received



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EARLY PLANNING ACTIVITIES

- Field Investigations to Identify Resources
- Develop Study Methodologies
- Public Survey on Purpose and Need
- Draft Purpose and Need



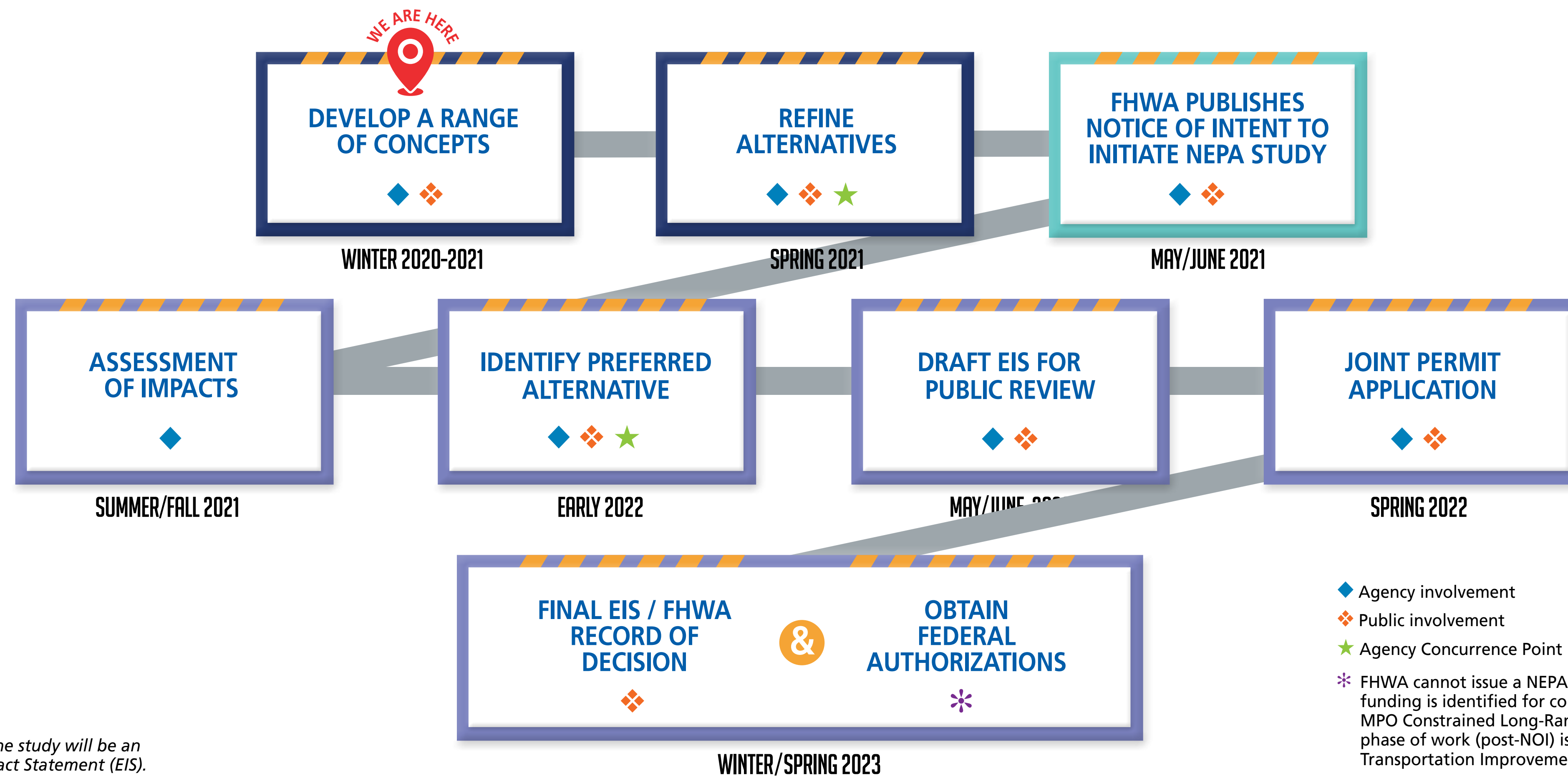
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STUDY SCHEDULE



It is assumed that the study will be an Environmental Impact Statement (EIS).

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MARCH 2021



PURPOSE AND NEED

The purpose of the Bowers Hill Interchange Improvements Study is to reduce congestion, improve travel reliability and provide additional travel choice on I-664 from and including the Bowers Hill Interchange to College Drive. The following need elements have been identified:



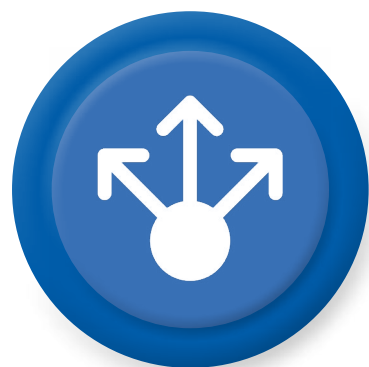
Reduce Congestion

Current and future travel demand exceed capacity that causes congestion and gridlock on I-664 in the study area



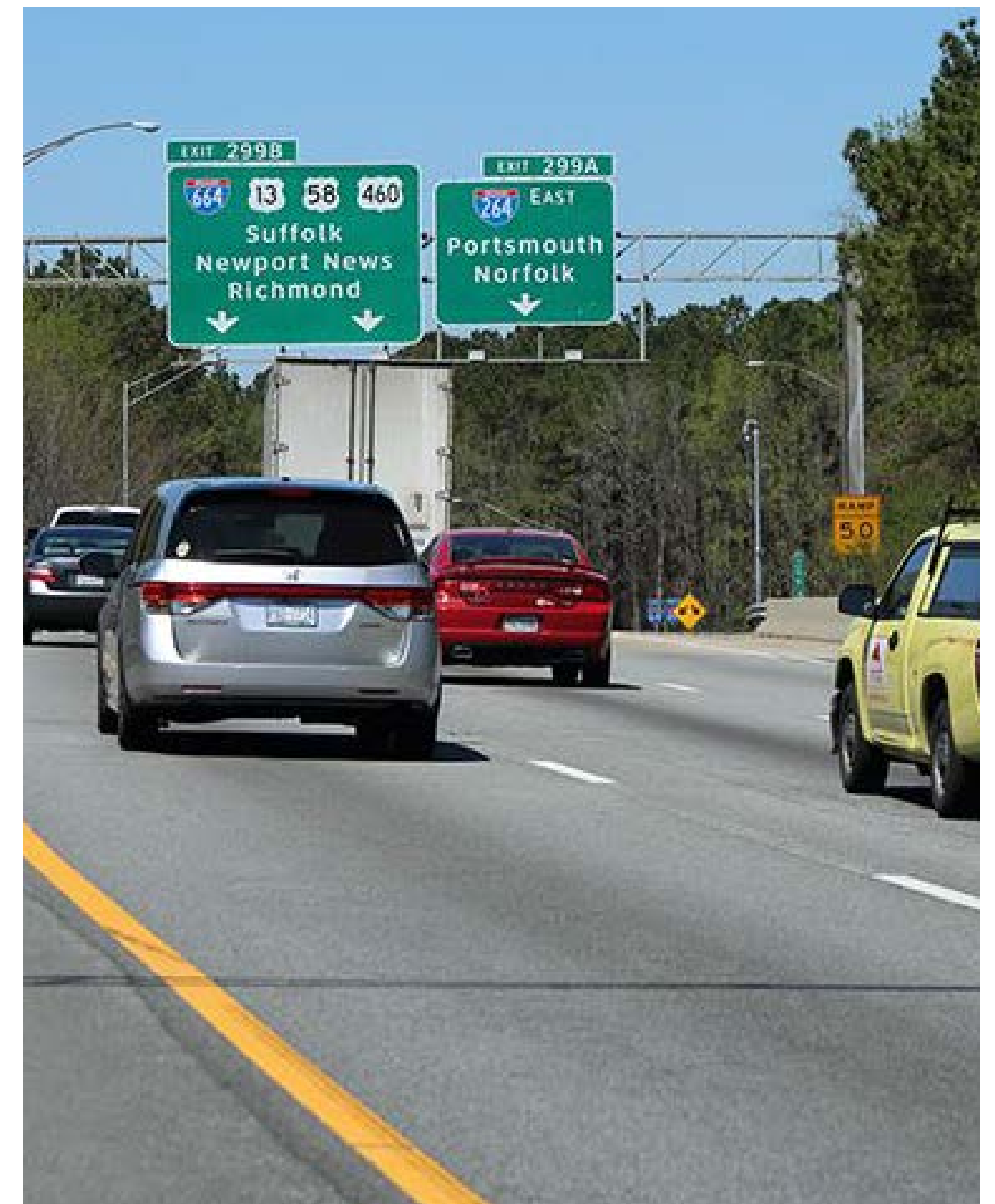
Improve Travel Reliability

Current and future congestion will increase travel time and travel speed while reducing the reliability of trips on I-664 in the study area



Provide Additional Travel Choice

Current and future lack of roadway travel choices exacerbates congestion and reduces travel reliability



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MARCH 2021



CONCEPT	I-664 MAINLINE	BOWERS HILL INTERCHANGE
A1	Adds 1 General Purpose Lane	Braided Ramps
A2	Adds 1 General Purpose Lane	Full Interchange Reconstruction
B1	Adds 2 General Purpose Lanes	Braided Ramps
B2	Adds 2 General Purpose Lanes	Full Interchange Reconstruction
C	Adds 1 Express Lane	Express Lane Continues Through Interchange
D	Adds 2 Express Lanes	Express Lanes Continue Through Interchange
E	Adds Collector-Distributor Lanes around Interchanges on I-664 Mainline	
F	Transportation Systems Management (TSM) and Travel Demand Management (TDM) Improvements	
G	Transit-Only Improvements	

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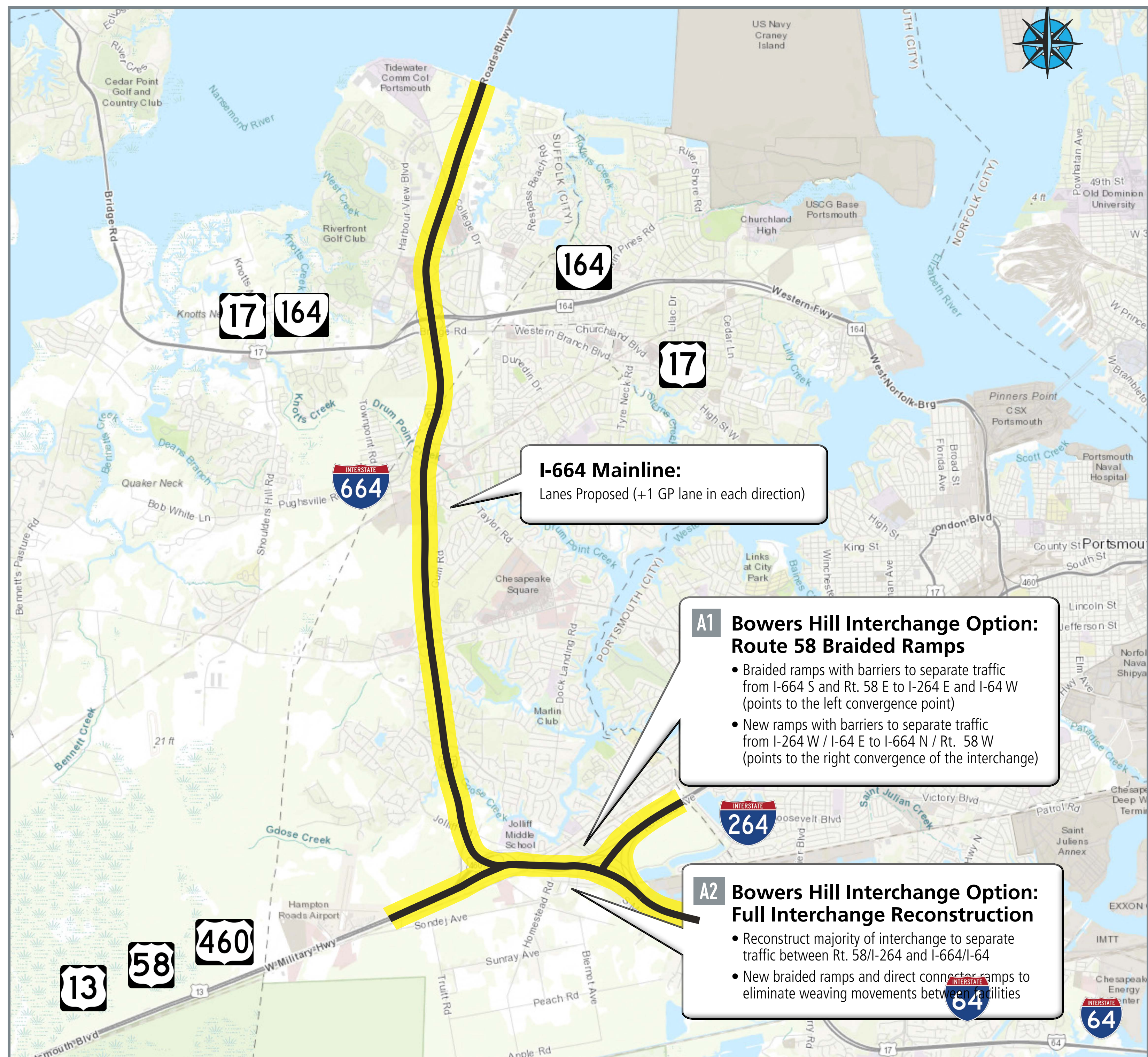
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CONCEPTS

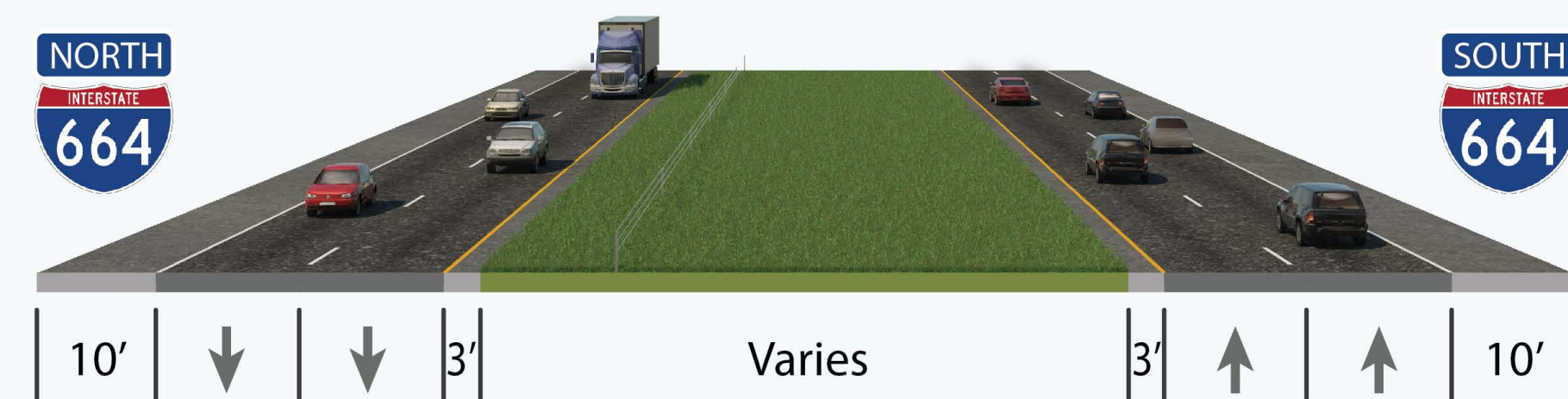
A1 & A2



TYPICAL SECTION

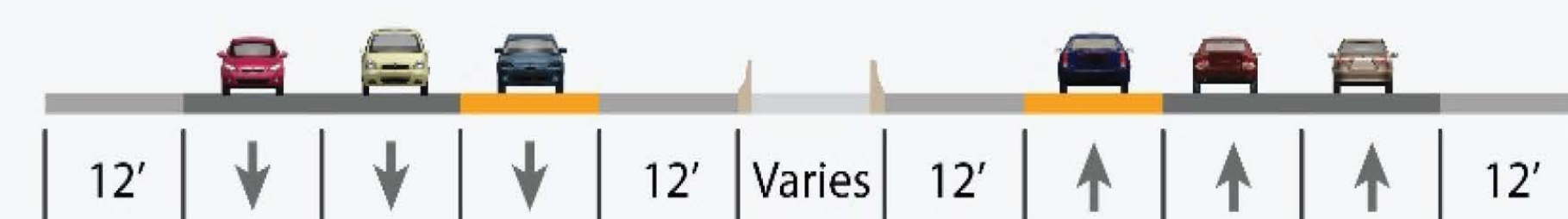
I-664 MAINLINE

EXISTING CONDITIONS



CONCEPTS

A1 & A2



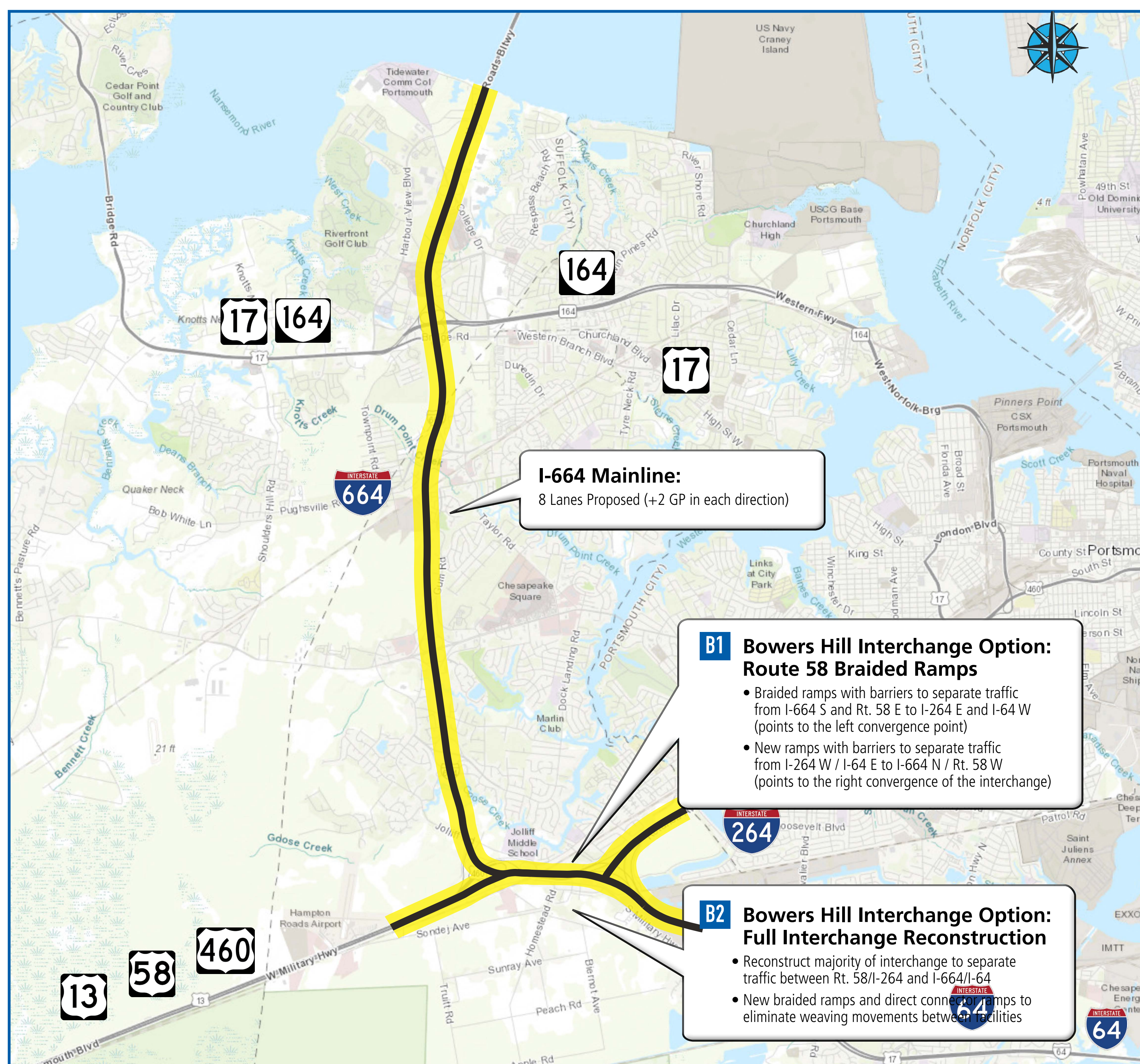
For illustrative purposes only, widening may occur to the inside or outside.

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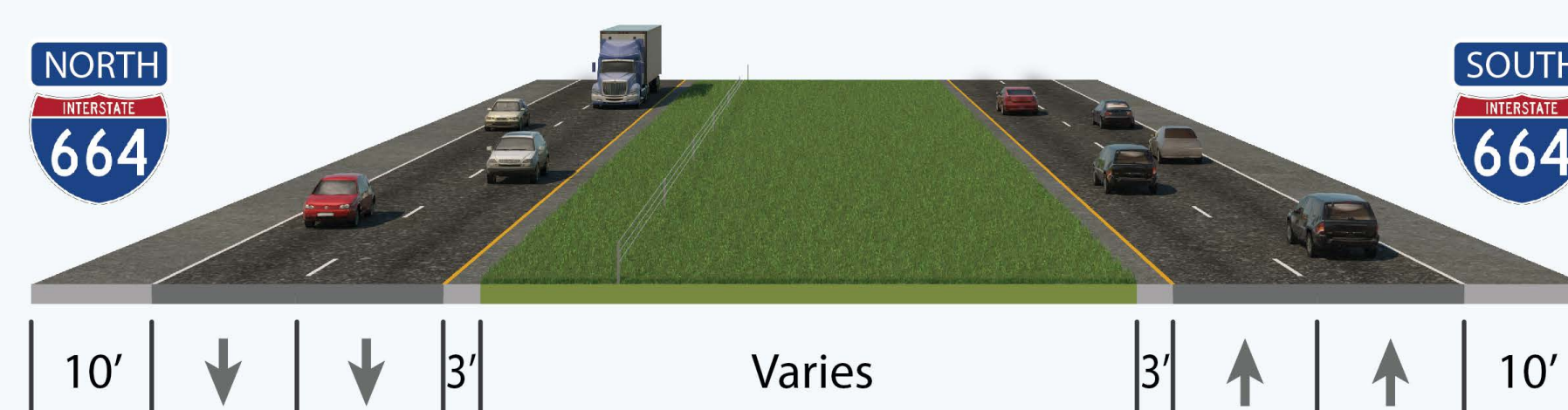


U.S. Department
of Transportation
**Federal Highway
Administration**

B1 & B2



EXISTING CONDITIONS



B1 & B2

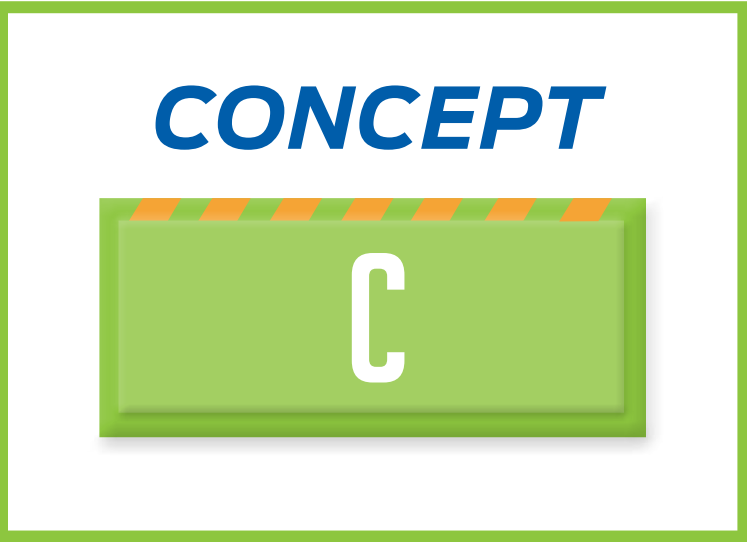


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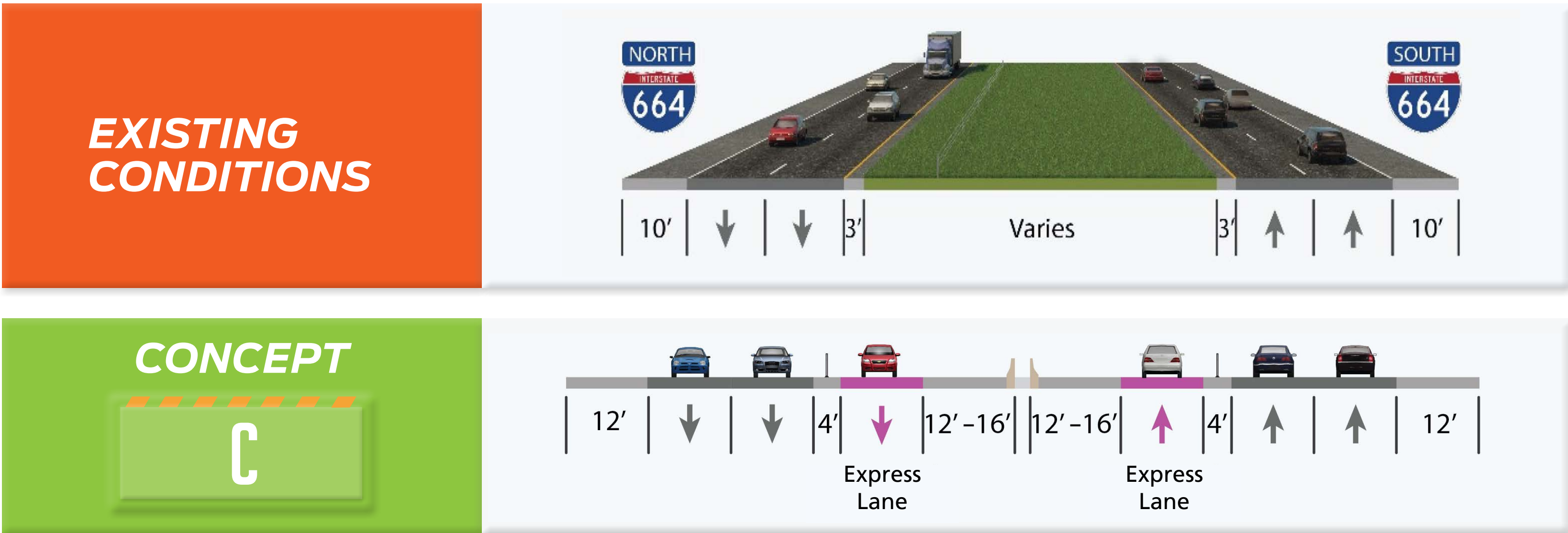
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Interchange improvements are to be determined along the I-664 Mainline.

TYPICAL SECTION I-664 MAINLINE



For illustrative purposes only, widening may occur to the inside or outside.
* Larger 16' width accommodates a part-time driveable shoulder. Policy decisions to include this have not been made at this time.

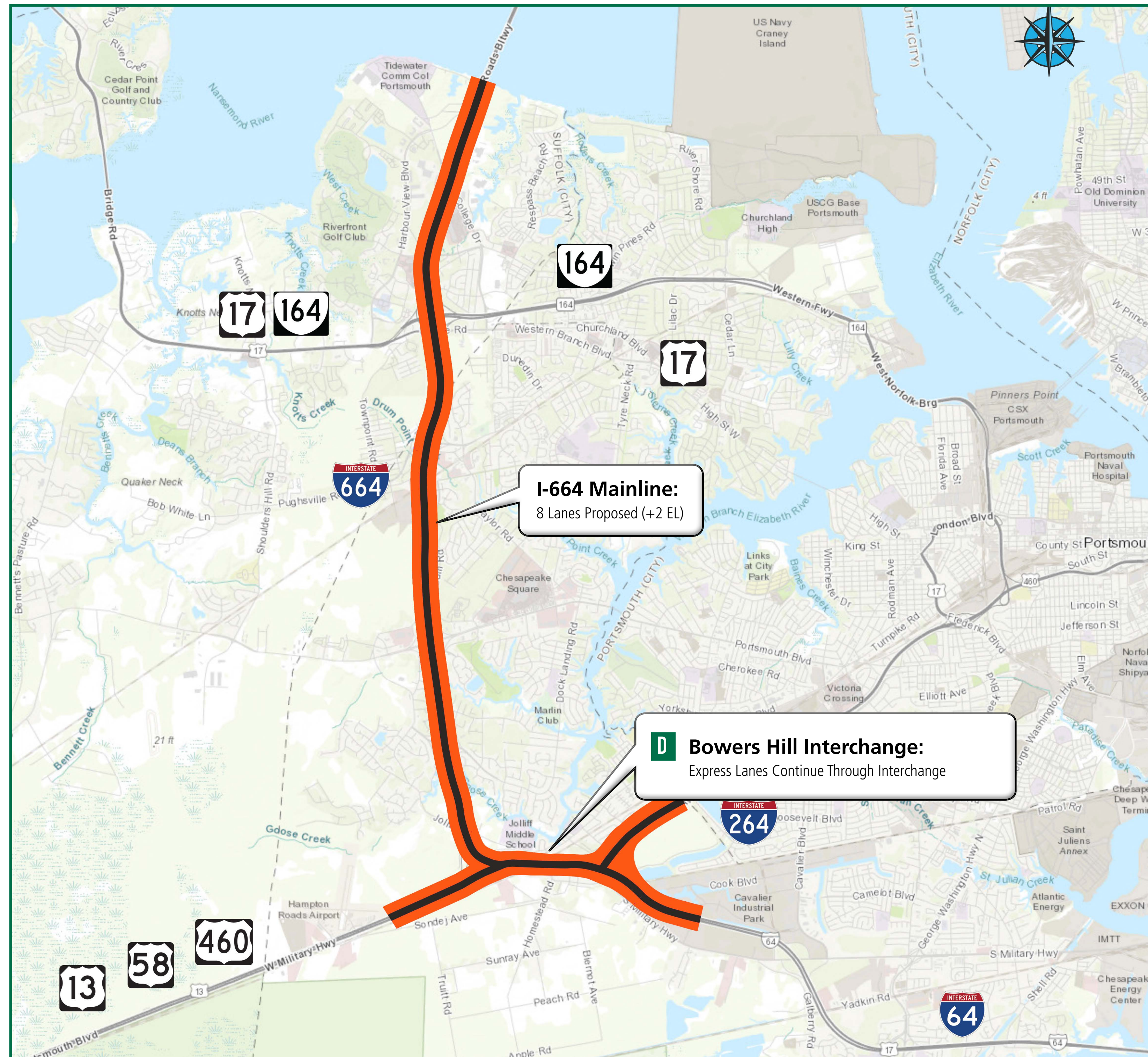
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CONCEPT



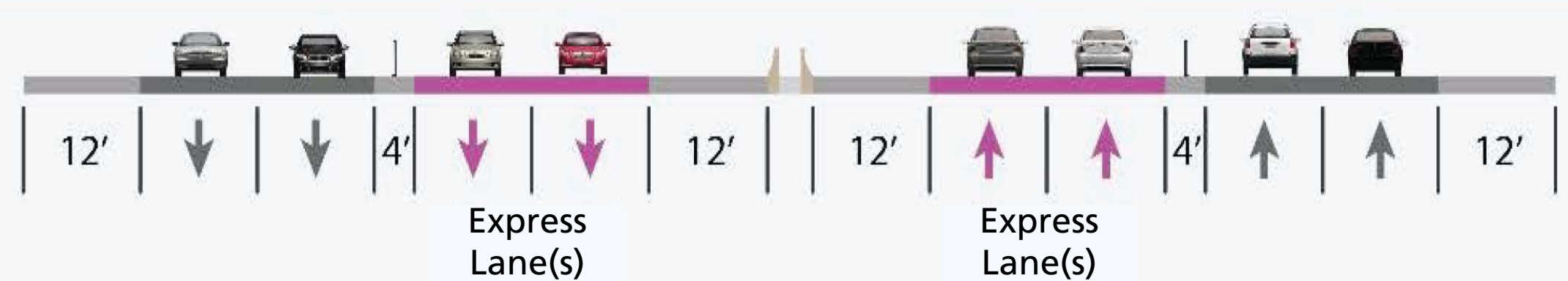
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TYPICAL SECTION I-664 MAINLINE

**EXISTING
CONDITIONS**



CONCEPT



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CONCEPT

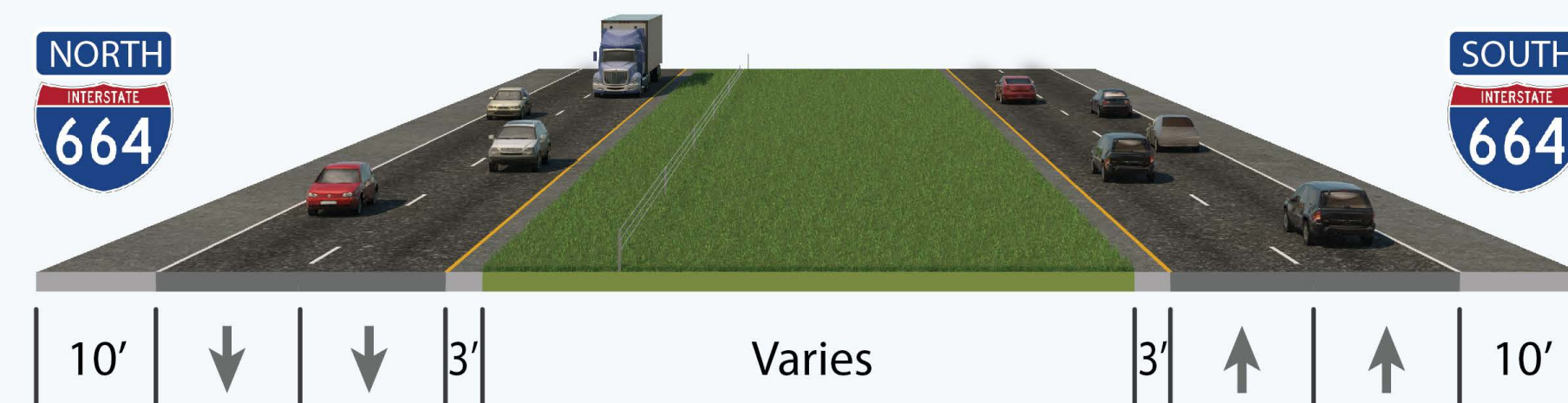


COLLECTOR-DISTRIBUTOR LANE(S)

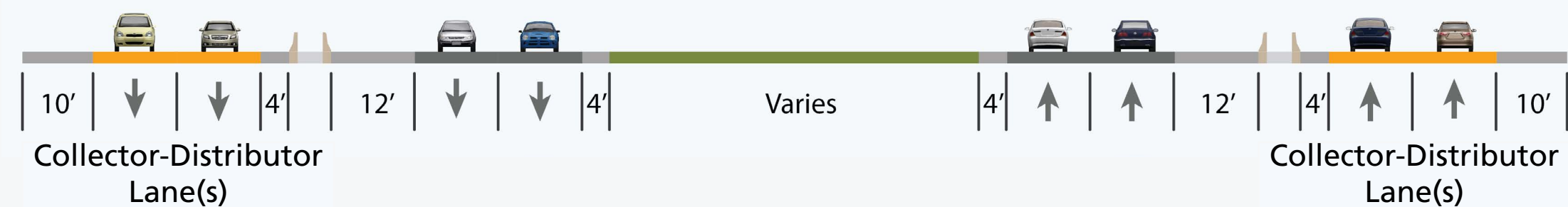
- Create collector-distributor lane(s) to interchanges along I-664 mainline within the study area
- Through lanes separated by barrier from collector-distributor lanes around interchanges

TYPICAL SECTION I-664 MAINLINE

EXISTING CONDITIONS



CONCEPT



For illustrative purposes only, widening may occur to the inside or outside.

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CONCEPT

F

TSM AND TDM IMPROVEMENTS

Transportation Systems Management (TSM) and Travel Demand Management (TDM) Improvements within the study area could include:

Recommendations from the I-64/664 Corridor Improvements Study:

- Extend acceleration lane for I-664 NB Exit 13 (loop from Military Highway)
- Add new Bus Route 970 with 4 trips per peak period (Downtown Portsmouth to Newport News Shipbuilding/Downtown)

More information at www.i-64-664publicinfo.com



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CONCEPT

G

TRANSIT-ONLY IMPROVEMENTS

- VDOT and FHWA are working with the Department of Rail & Public Transportation (DRPT)
- DRPT does not see a need for standalone, dedicated transit-only lanes as an alternative for this area
- DRPT recommends increasing transit operations within the corridor



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LET YOUR VOICE BE HEARD

Stay Involved Throughout the Study

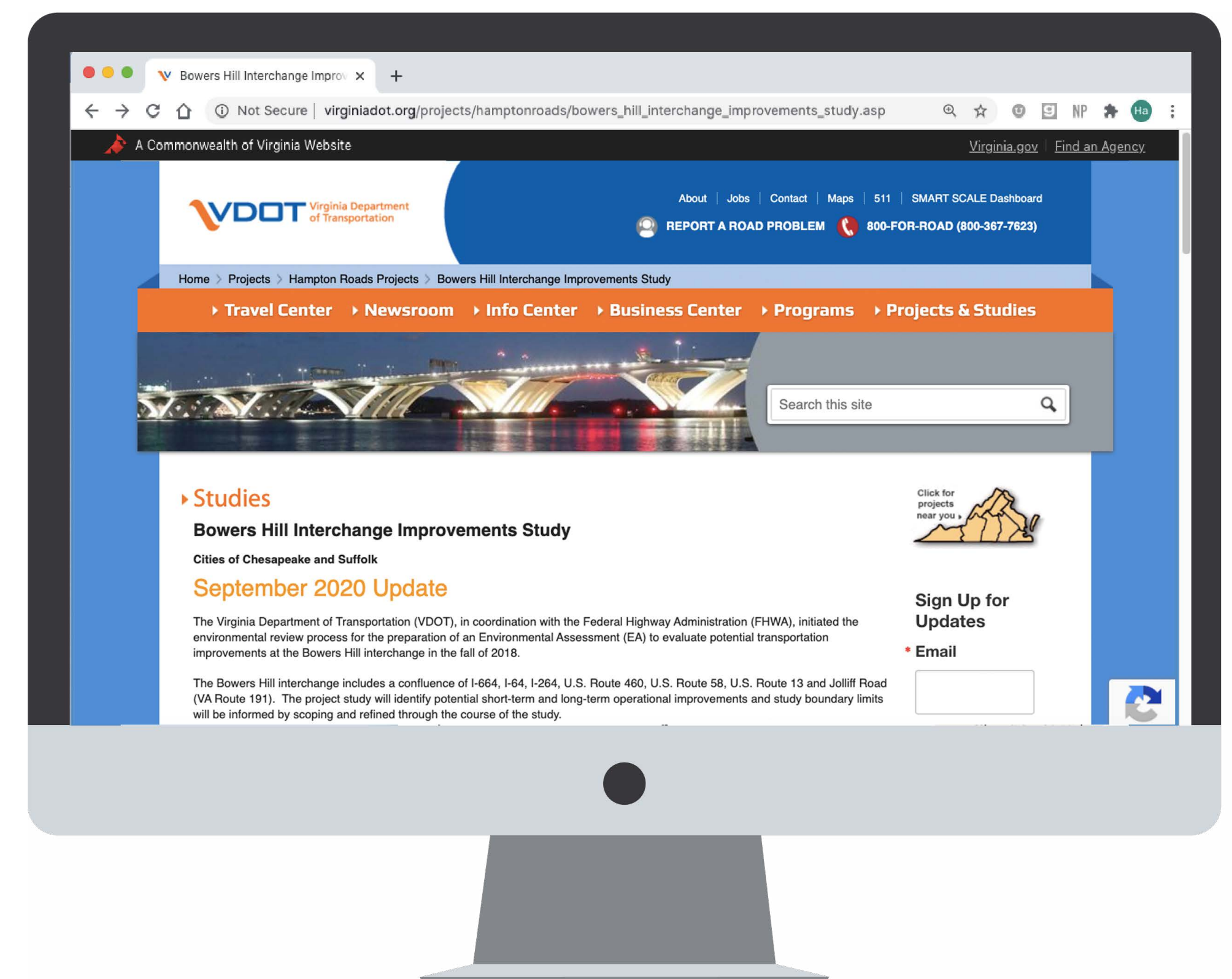
- Visit the study website for updates
- Sign up for the monthly email newsletter
- Participate in future public meetings

How to Provide Input

- Take the survey on the study website at bowershillinterchange.com
- Email comments to bowershill@vdot.virginia.gov using subject line: Bowers Hill Interchange
- Mail in comments to:
Bowers Hill Interchange Improvements Study
11827 Canon Blvd., Suite 402, Newport News, VA 23606

Comments must be submitted or postmarked by March 25, 2021.

bowershillinterchange.com



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